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Sanitary Plumbing and Sewer Connections A SPECIALTY.
KING STREET.

NEWS OF THE WATERFRONT.

SHE SHIPPED A TERRIFIC SEA

Alameda Comes to Port With Pilot House Stove in and Steering Gear Smashed.

After a week's battle with wind and wave, the Alameda got in early yesterday morning nearly two days overdue. The trip was the roughest that Captain Herriman has ever experienced; in fact, it blew a gale all the way from San Francisco to Honolulu.

When the pilot was discharged on the afternoon of the 15th a thick fog prevailed, and the wind which had until then been moderate, started to breeze up. At 4 a. m. on the 16th a moderate gale was blowing, with high seas, and at noon a fresh gale prevailed, with the wind backing to the south-southeast.

The gale continued until 4 p. m., at which time the Doric, which had left an hour ahead of the Alameda, was sighted. On the 17th a high, confused sea was running, with the wind moderate, but at midnight it breezed up again from southerly to a fresh gale.

About 6 a. m. on the 18th the engines were going very slowly, and at 9 a. m. a tremendous sea was shipped forward, which stove in a forward scupper and the skylight window and front of the pilot house, breaking the wheel of the steam steering gear, washing both binnacles away, and flooding the deck cabin of the saloon.

At noon on the 18th it was blowing a fresh gale from the north, and this condition of weather prevailed, with continual showers of rain until 8 a. m. of the 19th, the vessel going dead slow all the time.

During the afternoon of the 19th the weather moderated slightly, and at 8 a. m. on the 20th it commenced to blow again from the west-southwest, and at noon there was a fresh gale which continued until 4 p. m., with a high westerly sea running all the time.

From midnight on the 20th to port, moderate to fresh southwesterly breezes were the rule.

The time of the trip was 7 days and 18 hours, or from 3:40 p. m. on the 15th to 7:12 a. m. of the 23d.

The terrific sea which wrecked the pilot house caught a forward scupper and carrying it clean over the length of the ship deposited it aft. The man in the pilot house had a narrow escape. So great was the force of the rushing water that the glass of the window, which was three-eighths of an inch in thickness, was smashed like an egg-shell, and fragments of it were found imbedded in the woodwork on the opposite side of the house.

Just what damage was done to the cargo will remain unknown until the work of discharging has proceeded further. The Alameda brought 1,700 tons of freight, and an unusually large number of sacks of mail, there being 130 bags of papers alone. Sam Parker had three horses on board which luckily escaped any worse injury than a chafe or two.

Among the notable passengers were Mr. and Mrs. Samuel Parker and Prince and Princess Kawanakoa.

Washington's birthday was celebrated on board by an entertainment in honor of America's first President. The program was as follows:

Song—"America," Passengers.
"The Day We Celebrate," Col. Z. S. Spaulding.

Song (Hawaiian)—"Mikioi," East Kahu.

Ranjo Solo—G. Goodsell.

Short Talk—Capt. C. F. Herriman.

Guitar Solo—H. A. Morrison.

Stunt—Messrs. Sexton and Kooser.

Song—Princess Kawanakoa and Miss Alice Campbell.

Song—"Aloha oe," Passengers.

The toast of the President of the United States was responded to by Colonel Spaulding, and drunk standing. King Edward VII and Governor Dole were also toasted, and the toasts were responded to by Captain Herriman and B. F. Dillingham, respectively.

The Alameda will sail for San Francisco next Wednesday afternoon.

Japs Drowned in a Gale.

HILO, Feb. 21.—Last Saturday afternoon the wind blew a gale. The pile driver at the mouth of the Waiakea river was blown upon the beach but gotten off without damage. In the tossing about, one of the Japanese crew became alarmed, jumped overboard and attempted to swim ashore. He was drowned before the eyes of his comrades. At 8 o'clock Saturday night, Japanese fishermen, with their nets, dragged the waters and recovered the body.

Three Japanese fishing smacks were blown five miles down the Waiakea coast to various kinds of disaster. One boat with two men was smashed against the rocks. One occupant was drowned, the other saved. Two natives saved another Japanese whose boat was a total wreck. One boat with two Japanese is still missing. Monday, some people at Hakalau with glasses descried a flitting sail, apparently five to ten miles at sea. It was supposed to be one of the fishermen.

Hyades Quarantined.

SAN FRANCISCO, February 15.—The steamer Hyades, from Honolulu and Kahului, was held in quarantine, having a quantity of hides on board which required fumigation. Yesterday the steamer went to Port Costa to discharge her cargo. The Hyades reported having spoken the British cruiser Phaeton, which left here nearly three weeks ago in company of the missing Condor.

MONTHLY STEAMERS DIRECT TO MANILA

Peru, Gaelic and Nippon Maru to Inaugurate New Joint Schedule to Philippines.

SAN FRANCISCO, Feb. 15.—Direct communication between this city and Manila has been established by the joint action of the Occidental and Oriental, Pacific Mail and Toyo Kisen Kaisha lines, and a series of sailing dates was yesterday announced. They are so arranged that one of the nine steamers belonging to the three companies will call at Manila once a month, the Peru of the Pacific Mail being scheduled to make the initial trip on March 5th next. The Gaelic of the Occidental and Oriental follows on April 8th and the Nippon Maru of the Japanese line on May 9th. Thereafter they alternate in that order.

It is claimed that the arrangement was brought about by the recent union of the San Francisco commercial bodies for the purpose of getting Government aid to secure direct communication. A joint committee was formed, consisting of George A. Newhall, president of the Chamber of Commerce; G. W. McNear, president of the Produce and Merchants' Exchange; and Andrew Carrigan, of Dunham, Carrigan & Hayden, with E. Scott as secretary. This committee visited Washington a year ago, and had several talks with President McKinley and Secretary of War Root, but because they had no practical plan to propose at that time nothing was done.

Since then the practical plan developed through the co-operation of the three big lines, each one shouldering an equal responsibility in the venture. There can be no question that they have been assured of Government aid, which, in this instance, probably means no more than Government patronage.

It has been confidently asserted for some time past that the North German Lloyd people, who have boats running in nearly every section of the world, would establish an independent San Francisco-Manila line.

BENDIXSEN THE SHIPBUILDER DEAD

EUREKA, February 14.—H. D. Bendixsen, one of the best-known shipbuilders on the Coast, died here Wednesday night.

Mr. Bendixsen was born October 14, 1842, in Thisted, Denmark. During his thirty-two years as a master shipbuilder on this bay he has added to the commerce of the Pacific 113 vessels of all classes except full-rigged ships and barks.

Among the most notable products of his skill are the Jane L. Stanford, 861 tons, launched in 1892, then the largest wooden sailing vessel built on the Coast; Alaska Flyer, 688 tons, launched in 1896; steamer Humboldt, 688 tons; steamer Nome City, 1222 tons, launched in 1900; big four-masted barkentine John Palmer, 1080 tons, launched the same year, the record-breaker for size. The last vessels built by him were the Irene and Alvena, which were launched in 1901.

'Round Hilo Wharves.

HILO, Feb. 21.—The Falls of Clyde took on a quantity of Olua sugar Tuesday. Despite rough weather the big vessel will succeed in getting her full quota, and depart for the coast next week.

The bark St. Katherine was shifted from her mooring in the harbor Tuesday and anchored outside, where she discharged her rock ballast. Captain Saunders expects to get a full load of sugar with very little delay.

Captain McAllman, of the bark Martha Davis, anticipated departing for the coast before the week drew to a close. The bark will have a good load of sugar for the San Francisco refineries.

The American bark Santiago succeeded in stowing a considerable amount of sugar through her hatches during the week. Captain Ingalls bears the proud distinction of having made one of the liveliest passages from San Francisco to Honolulu during the year 1901.

It is expected that the ship Falls of Clyde will sail for San Francisco about the first part of the coming week. Her cargo of sugar is being rapidly placed aboard.

Captain Olsen of the schooner Mary Dodge is awaiting orders regarding his departure from this port. The schooner has about completed discharging her cargo of 355,382 feet of pine lumber, brought from the Sound. The vessel may be sent to Maui ports to take on sugar for the coast refineries.

Hilo's New Launch.

HILO, Feb. 21.—Ruth, a trim sea going craft owned by R. A. Lucas & Co., was successfully launched Thursday afternoon at Waiakea river. A most satisfactory trip was made to Keokea point Sunday morning, the Ruth behaving herself in a very creditable manner.

The Ruth is a staunch gasoline launch propelled by an eight-horse power Wolven engine, capable of a speed of ten knots an hour. Her machinery has been placed well aft, giving the boat an abundance of room for freight and passengers. The latest addition to Hilo's growing flotilla has a total length of 27 feet, with a beam of six and one-half feet. The Ruth, being of very light draught, rides the waves with great buoyancy.

MORE CONDOR WRECKAGE FOUND

A Naval Grating, Signal Locker and Sheaves Discovered in the North.

VICTORIA, B. C., February 11.—The sloop-of-war Egeria returned to Esquimalt this morning from a cruise along the west coast of Vancouver Island and around the Scott Islands in search of news or wreckage of the missing war ship Condor. On her deck was the Condor's boat picked up by Indians at Ahousat in December, which Captain Tozier of the United States cutter Grant bought from the Indians for his dress sword and delivered to Captain Simpson of the Egeria.

At Long Beach the Egeria found a grating, a signal locker and sheaves, all bearing the naval broad arrow. One of the sheaths found by Dr. Stephen and Paymaster Willis while walking along the beach at Clayoquot was identified as the royal from the royalist truck. All these articles were no doubt from the Condor, and it was reported that part of a topmast had been found by some white settlers not far from where the other things came ashore.

The Egeria ran on a rock near Clayoquot and was fast for twelve hours, but suffered no serious damage. The weather throughout her trip was rough and prevented more than a superficial search along the rock-bound coast. At Queen's harbor she met the Grant, which Captain Simpson boarded and recognized the boat which Captain Tozier had bought from the Indians as the Condor's. The other articles might belong to any British war ship, but they are certainly from a naval vessel, and as no other ship on this station has lost any gear recently, there is no doubt that they are from the Condor.

The Egeria is at her berth with banked fires and may put to sea again at any moment to resume her quest.

SHIPPING NOTES.

Captain James celebrated his sixty-third birthday on Saturday.

The transport Warren, from San Francisco, is expected here on Wednesday.

The Austrian steamer Margherita sailed for Manila via Nagasaki on Saturday morning.

The J. A. Cummins came off the marine railway Saturday and made her regular trip to the windward side of the island and back yesterday.

The schooner Allen A., which left Hilo last Friday week, will go to the Sound for a load of lumber for Makaweli, and from there take sugar to San Francisco.

The following cargo was brought from Hilo by the Kinau: Sixty-eight sacks corn, 61 sacks coffee, 29 cords wood, 55 hogs, 57 pieces furniture, one horse and 167 packages sundries.

It is said that Commander Herbert Winslow of the Naval ship Solace is making his last trip as commander of that vessel, his three years of sea duty being almost concluded.

Over \$5000 of the stock of the American Shipping Company has been subscribed on Maui, on the condition that a guarantee is given to run a vessel between Maui and Honolulu.—Maui News.

Most of the vessels in port were gaily decorated in honor of Washington's birthday, the color display of the British cruiser Phaeton, the bark Mohican and the Navy collier Alexander being especially noticeable.

The following sugar is reported on Hawaii: Waiakea, 3000; Hawaii Mill Co., 1500; Wainaku, 3200; Onomea, 11,000; Pepeekeo, 7500; Honouliuli, 8000; Hakalau, 12,000; Laupahoehoe, 3500; Honokaa, 3000; Kukunahale, 2300; and Honuapo, 615.

The last of last week's few arrivals was the American ship Mary L. Cushing, which arrived from Newcastle on Saturday with a cargo of coal. She made the trip in 67 days. Her master, Captain McNeill, is well known here. He was formerly master of the barkentine S. G. Wilder, and the barkentine Planter.

Oriental Bazaar!

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Elegant Carved Ebony Furniture.

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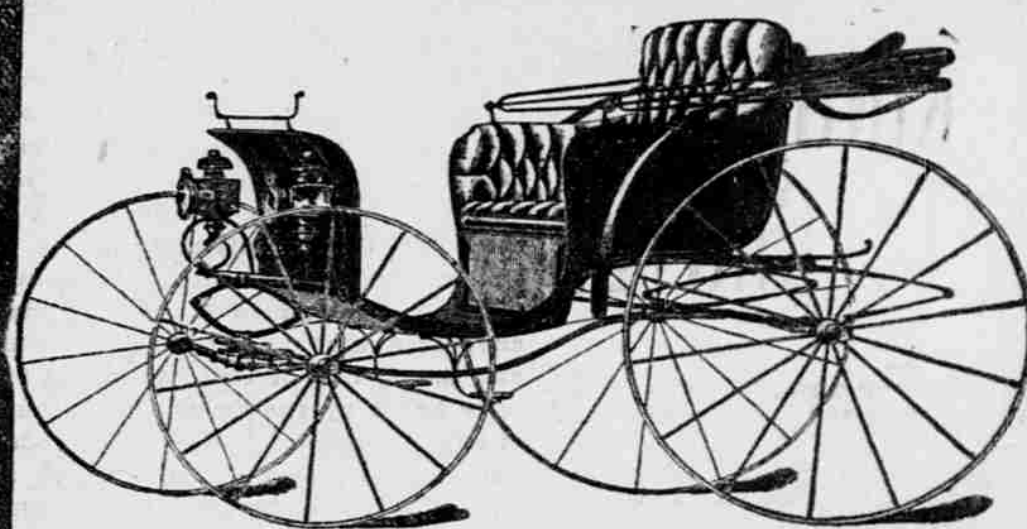
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